

Triumph Mayflower Club



AUTUMN ISSUE 1994 73

MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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| | |
|-------------------------------------|--|
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*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Cover photo: The Committee and the Trophy winners posing at Broughton Castle, Banbury. From left to right: Jim Smethurst; Martin Bishop; Richard Popkess; Paul Norton; John Oaker; Forbes Alexander; John Gogay (hiding); Howard Pryor; Phil Benson; Peter Benfield; and Tony Booth (kneeling)

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EDITORIAL

Every one a winner!

BY A WHISKER we managed to out-gun TROC at the Annual Rally for the first time in many years — if ever. We had *FOURTEEN* Mayflowers present to just 13 Renown/1800 types from the Razoredge Club.

Of course if one were include the TROC members with Roadsters we were once again out-numbered (17-14) but just for the moment I won't.

I hereby claim the moral high ground on behalf of 'Our Club'.

The Rally was held at Broughton Castle, near Banbury in the heart of England. The Castle and grounds provide a wonderful scenic venue.

Our hosts for the day Lord and Lady Saye and Sele made us very welcome, and entered into the spirit of the day.

Her Ladyship presenting all the Trophies at the end of the day with his Lordship drawing the (many) raffle tickets out. Apologies if I haven't phrased that correctly but I am none too familiar with court language. The full Rally report appears as usual in this edition, but without the usual crop of photographs. More photographs will appear in the Winter edition.

Every one a loser!

We will be if Mr Robert Key, the Secretary of State for Transport, has his way. Primarily, he intends us to keep all our cars taxed all of the time — whether on the road or not. Those of us taking our cars off the road each winter will have to keep them taxed.

Another bill to pay. Anyone with several old cars could find this very expensive. Many more cars could be scrapped. Certainly the values of lesser classic cars are likely to fall. I have printed in full the notice from the FBHVC received recently. This has also been published in the TROC magazine 'The Globe'. To overseas readers I apologise for being parochial, but if this is one more attempt to take older cars off the roads you may be the next to be hit somehow.

Everyone a member!

Yes, and I have still not enough material coming in. Take the effort to write me a nice little story about that wonderful day out you had in your car recently — You didn't! — Then lie . . . or else tell me the truth about that dreadful, never to be forgotten day waiting at the side of the road with steam, oil, petrol, luggage, kids, etc, etc, everywhere.

This is our magazine and anything to do with Mayflowers is interesting to **YOU** the members. Please try to help.

Federation of British Historic Vehicle Clubs

—REPORT DATED 22 JULY 1994

YESTERDAY'S press carried news of Government plans to change the basis of Vehicle Excise Duty from a tax on use to a tax on possession. This could have drastic consequences for the historic vehicle movement.

Plans for such a move a decade or so ago were successfully thwarted by the opposing weight of public opinion, focused by the Federation's predecessors, the Historic Vehicle Club's Committee and the Classic Vehicle Club's Committee in the form of a massive petition. This time, we cannot be sure that the weight of public opinion will be on our side.

There is no doubt that this Federation will be taking action once the full details are known.

Before writing to MP's Clubs should bear in mind that ill-informed or over aggressive remarks can create problems and irritation. We need MP's of all parties on our side: so please wait until we know what the detail proposals are before trying to fight them.

I hope that we shall be able to publish a little more information in the Summer News Sheet, due out mid to late August, but it is

unlikely that the full implications will be known until Autumn.

In the meantime the full text of the written parliamentary question and answer which prompted the press reports are presented below:

House of Commons

Mr Peter Butler (Conservative Milton Keynes, North East): to ask the Secretary of State for Transport, what alternative means he has considered of reducing losses of vehicle excise duty caused by evasion, and if he will make a statement.

Mr Robert Key: The vehicle record maintained by DVLA plays a key role in the fight against crime. It identifies Vehicle Excise Duty (VED) evaders and thus helps in the fight against vehicle and transport offences, but is also an important source of data for the police in tackling serious crimes.

Defects in the record are however hindering these efforts, and give rise to significant shortfalls in VED revenue.

I intend therefore to introduce changes that will tackle the theft of vehicles in particular as well as crime more generally. These changes will be directed against crime and against dishonest car owners and not law abiding motorists.

Evasion of VED amounts to £145m a year. It costs the tax payer a further £25m in enforcement costs in my own

department, and in addition there are costs to police and the courts in tracking down and prosecuting evaders brought to book but although the level of evasion seems to have been contained, we have been unable to reduce it.

No trace

A major factor that frustrates our endeavours is that vehicles without a tax disc in the windscreen cannot be traced to their owners if they have not notified DVLA that they have acquired the vehicle.

This is because, under the present procedures, a person who parts with a car is obliged to notify DVLA (but many do not), and the person who acquires it is also obliged to notify DVLA that they are now the keeper (and although most do, they often wait until the tax expires, which may be up to a year later).

Changes

I am therefore proposing some fundamental changes to the present registration procedures to require those who part with the vehicle to notify DVLA, at the same time and on the same form, as those who acquire it.

This would mean that the registration could be brought up to date immediately. It would also allow us to replace existing registration documents with log books containing a number of improvements. In particular the

inclusion of features such as a list of previous keepers and a record of mileage which I know motorists are keen to have, along with new security features.

While more accurate vehicle records would have many benefits, it could not eliminate VED evasion completely. This is because there are many other ways in which VED can be evaded which are not picked up in the records.

Because the present system allows for breaks in licensing when the keeper claims the car is not in use, evasion is difficult to detect.

I therefore propose to introduce a system of continuous licensing based on possession, rather than use, for all cars and motor-cycles.

Naturally there are many details to be settled and the needs and wishes of those that will be

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E. Burgess

25 Chalklands, Linton
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affected must be taken into account.

I will be issuing a consultation document shortly.

*Wednesday 20th July 1994 —
Department of Transport*

An extract from the Federation's Summer News Sheet

TAX ON possession: Recipients of this News Sheet will already have had a transcript of the (written) parliamentary question and answer which alerted us to government moves to change the basis of Vehicle Excise Duty for cars and motor-cycles from use to ownership — an exercise last attempted in 1980 under Norman Fowler.

Dr Brian Mawhinney, the new Secretary of State for Transport, has already agreed to our request for the Federation to be included in the consultation process at the earliest opportunity.

Until we have more details, (unlikely much before the end of the year) it is impossible to formulate a response.

Meanwhile, we are considering the points of view expressed by numerous correspondents, all of whom object to the principle of taxing ownership.



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Sunday 12th June 1994 — It Was Me!

by Howard Pryor

AT Knebworth House Classic Car Roadshow last August (1993), we were invited to attend the Car Rally at Wimpole Hall earlier this year, as a guest of the Triumph Roadster Club. The event was run by the Sporting Bears Motor Club whose proceeds go to children's charities.

Well, some friends of ours own a lodge in the Marina at Isleham and had been asking me for some time to plumb in a washing machine for them, so I thought why not combine the two and get a nice weekend out of it.

"Mabel" was loaded on the trailer on the Friday night. My tools, my wife and friends were loaded into the Landcruiser, and having hooked up the trailer, off we set.

Saturday was spent working on the plumbing job (well most of it), but later on we took out our friends boat for a short spin, then back and out for a meal.

Sunday morning I was up early, the dusty roads by the Marina had made "Mabel" look almost grey. Cleaning her took longer than I had expected, trying to do it in between chatting to some of the residents who had taken an interest in her.

"Chocks Away" we had eventually unloaded "Mabel" and set off following the map Doug Sewell had given us. Soon we were on the A45 travelling towards Cambridge.

Now the A45 is a dual carriageway and Cambridgeshire is quite flat as you may well know. It is often possible that there is quite a distance that you can see in front of you. So we were happily trundling along at about 70 mph — poetic licence — the speedo was moving between 40 and 70 anyway — doesn't yours? and we

Tony Keenan's (ex member 279) cousin is trying to dispose of Tony's Mayflower as he is suffering from Alzheimer's disease. Number NPP 244 is an early model (TT 135DL) in dark blue. It has a good engine and has been regularly maintained by a local garage. If you know of anyone who would like a classic car please Phone 081-472 9961 (Ilford, Essex).

had just overtaken a very smart looking Austin A30 tooting in appreciation as we passed, and then I saw it.

Is it? Is *IT*? Is it what!? Loretta was saying. I could not believe it. Well I looked and looked again and just to be sure, I looked yet again. Is it a bird? Is it a plane? No — you guessed it. It was another Mayflower!

Imagine the coincidence. I have been a TMC member for six years. It was about one year before I saw another Flower and that was John Gogay's (our Spares Sec.), in his garage.

I went to Blenheim Palace in 1990 to the Annual Rally and saw a few more, and then more at other rallies since then, but these are pre-arranged times and places.

Passing Flowers

It would have been great just to pass by in any car but what are the odds on this happening. Passing a Mayflower travelling in the other direction whilst actually travelling in a Mayflower.

Whoever you are, you must have been just as surprised as I was, so if you are wondering just as I am wondering who you are, *IT WAS ME* going in the other direction. *IT WAS ME* waving like a deranged maniac driving a Mayflower. *IT WAS ME!!*

Excitedly we continued down the A45 and onto Wimpole Hall, merrily chatting above the

crackling of my recently fitted period radio, when I suddenly noticed my oil pressure had gone.

On pulling in and investigating I found I had lost another sump bolt. Now these bolts are in the aluminium closure plates for the main journals and are open to the sump. Therefore the faster you go the more oil pressure you get the more oil you pump out.

Stripped thread

Very cautiously we crept along to the next garage approximately one mile away and bought a gallon of oil, which was handy because they gave me a free 1994 Guinness Book of Records with it. Anyway, as usual, I digress, what can I do with the hole? The thread was stripped, I had no spare bolt, chewing gum would get hot and fall out, but being ingenious I

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bought some elastoplast sticking plasters, wrapped one around a pencil and banged it home with a large stone.

Success, it worked, we were off again. We arrived at the Rally a little late, to a very warm welcome from all at the Roadster Club. We parked in pride of place next to a dozen or more Roadsters, two Renowns, one very, very, nice, I think, Gloria and one older type Dolomite.

Nice owners

All these cars were extremely nice and their owners even nicer. We were invited back for next year plus any other Mayflowers we can persuade to come with us.

Attractions included, Auto-testing, Hang-Gliding, Radio Control Aircraft, RAF Dog Display Team, Morris Dancing, Country Dancing, Free Hot Air Balloon Rides, Saxons and Vikings fighting in the main arena, Bring your own food BBQ — all set in the near perfect setting of the National Trust Home Farm, Wimpole Hall, Cambridgeshire.

Our pencil remained in place approximately 35 miles until our return to Isleham where "Mabel" was loaded onto the trailer for the final leg of the return journey. At last I could breathe a huge sigh of relief. A terrific weekend. A terrific rally, terrific weather, terrific company and what a terrific coincidence.

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WHY NOT HAVE A WEEKEND BREAK?

1994 Rally Report

by Martin Bishop,
Rally Secretary

FIRSTLY A big thank you to Jennifer Langton of the TROC for organising a great venue. And what a beautiful day. The sun never stopped shining.

These cars and owners made the day, a good turnout of thirteen. Mayflowers:

| | | | | |
|-----|---------|------------|---------------|-----------|
| M1 | XUG 7 | K Johnson | Earlsilton | 125 miles |
| M2 | KSF 804 | P Benfield | Richmond | 284 miles |
| M3 | NLB 739 | H Pryor | Barnet | 75 miles |
| M4 | OOD 231 | H Hunter | Isle of Wight | 148 miles |
| M5 | HTH 719 | P Norton | Bromsgrove | 50 miles |
| M6 | NSU 769 | J Oaker | Walsall | 25 miles |
| M7 | LFG 805 | G Poole | Northants | 25 miles |
| M8 | 135 EBK | P Tona | Langley | 104 miles |
| M9 | ASY 787 | A Kormes | Bradford | 182 miles |
| M10 | PKK 101 | J Gogay | Dartford | 108 miles |
| M11 | VSK 262 | J Popkiss | Devon | 190 miles |
| M12 | JBD 807 | P Benson | Surrey | 110 miles |
| M13 | CSN 107 | C Naish | Oxfordshire | 45 miles |

All got there with no problems apart from several minor cases of fuel starvation caused by vapourisation (the weather was too hot).

It is so good to see the old faces year after year and of course some new ones, eg — Helen from the

Isle of Wight, nice to see you and your family there.

The prizes were awarded as follows:

Distance Award:

Peter Benfield — 284 miles

Fred Oglesby Concours Award:

1st Howard Pryor NLB 739

2nd Paul Norton HTH 719

3rd Peter Benfield KSF 804

Forbes Alexander 'Noncourse' Award:

This went to John Oaker for NSU 769 (with Phil Benson's JBD 807 (Zebedee) a close second).

The Achievement Shield:

This was awarded to Forbes Alexander for the dedicated service given by him to the club, continued throughout 1993/1994 despite a long term illness. Happily Forbes has now returned to work full-time. We all wish him a complete recovery.

The Chairmans Cup:

This was awarded to Phil Benson for his hard work as Editor of Flower Power, and since April 1993 also as our Treasurer.

Overseas Photo competition:

The clear winner was Roy Sidles. This was very fitting as it was his super photograph that inspired the idea of the award. [Overseas members should start planning that 1995 entry now!]

I had a few minutes of my own to get some advice about a few

FLOWER POWER



A Standard-Triumph line-up at th

FLOWER POWER



1 Rally with Howard Pryor's Mayflower

things, as I am getting on quite well with FDO 434 this year, engine back in, new wiring loom (from Autosparks), new radiator etc, etc. Just the respray in the spring, keeping fingers crossed for

next year's rally — she will be there.

I hope you all enjoyed the rally as much as I did and before I forget thanks to Tony for the loan of the tent.

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PPP 192 and MVS ???

CAR SIGHTINGS

In response to articles in the September issue of Popular Classics and August 3rd issue of Classic Car Weekly, John Oaker has been inundated with Mayflower sightings. A chap in Tasmania has 4 saloons and 4 utes running around his town. Seems like there is a heaven for Mayflowers after all! John is trying to organise a register of known Mayflowers.

MUSEUM OF BRITISH ROAD TRANSPORT

St Agnes Lane, Hales St, Coventry

The club have joined their 'Special Privilege Scheme'. An instant benefit to members is half price admission on production of their membership card. Another benefit is free access for club members to the museum's extensive archives. The museum is mainly concerned with Coventry made vehicles and the Mayflower is represented in the form of MDL 327 — TT21965 DL.

LETTERS

Dear John,

I cannot renew my membership of the Club at present. This is no reflection upon the Club as it is a fine Club with a great membership.

However, rather than just let the membership lapse I thought I would let you know my reasons why, in case you wondered.

Emma is being laid up for the foreseeable future as she has been for the last couple of years. My Rileys are also laid up now. The reasons are as follows: 1) the insurance on the old cars over here (in Ireland) is phenomenal being more money than all three cars cost me in England and that's only third party with no claims bonus; 2) the roads are awful and it has ruined the suspension of one of the Rileys (the only car I had on the road); and 3) I have now got a Series 2 Land Rover which is much more suited to the wet roads and general conditions around me.

The old cars including Emma will not be sold as they don't owe me anything and I have a small museum with transport items built around them.

I am on a limited income and unless circumstances change I cannot put the cars on the road for the foreseeable future. I have had a good period with the TMC and have met some great friends. I hope in the future I can rejoin the Club when circumstances are

better. I hope you had a good rally.

Anyone touring or visiting Ireland are welcome to stay here on their journey. I will be pleased to answer any letters should any members need any information about Emma or Ireland.

I am pleased that Forbes has been awarded the Achievement Shield, I know he deserves it. Good Luck for the Club in the future.

*Pete O'Sullivan, Glanoe,
Banemore Cross, Listowel,
Kerry, Ireland*

[I'll be sending Pete the odd magazine as a kind of 'Christmas Card' from the Club to one of our best friends. Hope you'll soon be able to rejoin Pete. Stay in touch.
— Ed.]

Dear Sir,

Having spent a holiday in Cyprus earlier this year, you might be interested in the enclosed photographs of Mayflowers I saw there.

There was a third car on the site which seemed to consist of a body only. The ones in the photos seem complete. The owner is willing to sell (of course) but I understand that the shipping cost to the UK is about £500 per car.

In case of interest, the owners name and address is: Panayiotis A. Limniotis & Associates, 110 Eleftherias Str, Dherynia,

FLOWER POWER



Famagusta, Cyprus. Tel: 03 - 821495.

I hope this is of some interest to you. I found the Mayflowers in a search for a Metropolitan, which I also found at the same location (which is predominantly a new Mitsubishi dealership).

I used to own a 1953 Mayflower in the 1960s (LOY 440) which was coloured dark green (possibly called Glenalmond Green?).

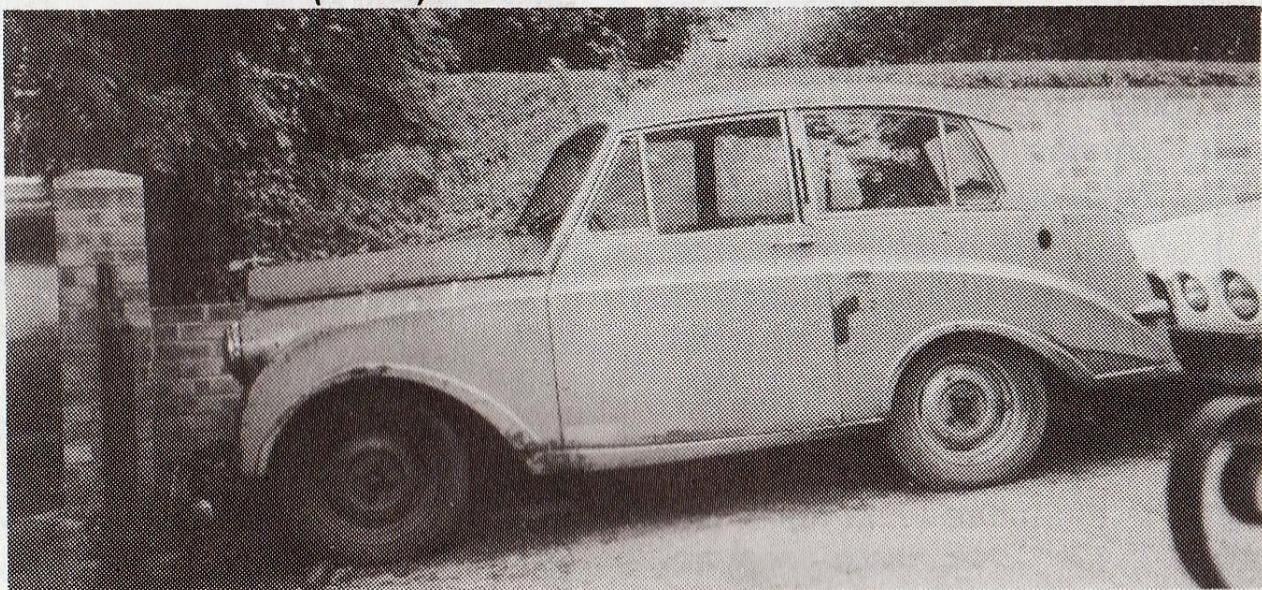
*W.E. Dowsing, 4 Burnham Rd,
Knaphill, Woking,
Surrey GU21 2AE
(0483) 474841*

Dear Phil,

Just a quick note to send you some photographs of a car my brother spotted in South Croydon. It looks fairly complete, although missing the grill, but is a horrible mustard colour — surely not original.

I can pass on an address if anyone wants to contact the owner. It might be worth following up if anyone is in the area if only for our records or else to try and recruit a new member.

Forbes Alexander



Which oil for your classic?

Dave Landers takes a look at oils and their suitability for your vintage or classic vehicle

CLASSIC OWNERS are sometimes unsure about which oil is best for their vehicle — and understandably so.

There are so many different types now on the market that it's pretty confusing — and if you believe the adverts, each one is better than the next! One way out of the puzzle is to buy a modern oil that's been specially blended for vintage and classic vehicles — like **Penrite**.

However, a recent letter to Classic Motor & Autojumbler made the point that these new 'classic' oils tend to be expensive, yet the original monograde oils (as recommended in 1950s handbooks) can still be found at very reasonable prices. Mr Morgan, who wrote the letter, mentioned that he uses a non-detergent SAE30, made by **Newton Oils**, in his 1954 Austin Somerset.

In fact, Newton are just one of several firms up and down the country who can still supply engine oils that match the original specification for an Austin A40 . . . and a Morris 8, a Ford Pilot, an MG TC, or whatever. But is it a good idea to ignore recent

advances in lubricant technology? Are you doing the right thing for your engine by deliberately seeking out an old-fashioned oil?

In effect, by rejecting modern oil, important extra features are also being rejected — like anti-wear agents, corrosion inhibitors, emulsifiers (which soak up condensation), and anti-oxidants that stop the oil burning and thickening. More obviously though (as Mr Morgan made clear by describing his preferred oil as "non-detergent SAE30"), a traditional oil won't keep the insides of the engine clean — nor will it be a multigrade suitable for both summer and winter use.

Benefits

The benefits of using a more modern oil can be summed up in one word: 'additives'. Not the accessory-shop stuff that comes in little ring-pull cans, but the chemicals which are already included in the oil by the blenders. A modern oil, in fact, can be composed of up to 20 per cent additives.

Okay, but who needs them? Surely — you might ask — if a straight SAE30 was good enough for the car when it was built, why not use it today? After all, that's what the engine was intended to use, wasn't it?

True . . . but the first thing to remember is that back in the early fifties owners had to carry out

much more engine maintenance — and they didn't get the sort of service life which we now take for granted. Looking after your car in those days didn't just mean polishing it. It meant cleaning out the sump and decoking the head at regular intervals.

Continual tappet adjustment to take up wear on the cam followers. Oil control rings needed at 30,000 miles — and probably a rebore and a crank grind at 50,000. The fact that we get troublefree motoring from those same engines today (and rarely need to look inside them) is mainly due to better lubrication.

Multigrade detergent oils got a bad name when they first appeared because, frankly, they weren't very good. At 10W/30 viscosity, they were really too thin for the engines of the day — and they got even thinner under load. The additives which were used 40 years ago simply weren't strong enough, and it was soon found that a 10W/30 oil wasn't an acceptable substitute for a 30 monograde.

Break down

A spell of fast motoring in hot weather and the oil film broke down — resulting in a seized engine. The oil companies had also overlooked the fact that their new detergent additives would scour accumulated carbon deposits from dirty, high mileage engines

— causing disastrous blockages and yet more engine seizures.

By the end of the fifties, though, when the Mini appeared, multigrades had improved vastly. Lessons had been learned, and the later 20W/50 oils were even able to cope with the Mini's gear wheels thrashing around in the sump.

Technology doesn't stand still, of course. Car engines keep changing, and the oil companies have to develop new products to keep pace. The trend nowadays is towards fuel-efficient, low emission engines. Built to tight tolerances,



Hopefully (if they get here in time) you will receive with this magazine (UK members) a National Breakdown brochure. The company is offering special rates for classic cars.

| | Normal Price | Classic Price |
|---------------------|--------------|---------------|
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| Older Cars loading | 11.50 | FREE |
| Comprehensive | 59.90 | 52.00 |
| Roadside Assistance | 35.50 | 32.00 |
| Recovery only | 26.00 | 25.50 |
| Home Call | 18.00 | 17.50 |
| Caravan/Trailer | 3.50 | 3.50 |
| Personal Cover | 15.50 | 15.50 |
| Driver Care | N/A | 7.50 |

National Breakdown

PO Box 300, Leeds, West Yorks LS99 2LZ
Tel: 0532 393666

they have small sump capacities so the oil gets up to temperature very quickly. Today's premium synthetic oils are designed for today's cars. They're technically brilliant — but, unfortunately, they're too thin and too highly detergent for older engines.

Best choice

So what should we do? Use **Penrite**, or go back to the old monogrades?

For most people, there's an easier option. As far as post-war classics are concerned, good quality 20W/50 is the best choice. At normal operating temperature it's similar in viscosity to an SAE30, but it will circulate more quickly from cold and generally give better protection. 20W/50 used to be universally recommended not so long ago, and the big name firms still produce it — the only difference

being that the pack is now often marked 'suitable for worn engines'.

Shell 'Four Seasons', for example, is today marketed as an economy oil — in other words, you wouldn't want to pour it into a Ford Cosworth. But it's still the same high quality it always was, and perfect for classics — not too detergent, though containing enough additives to safeguard your engine.

There are cases where a traditional monograde will be better, though.

Vintage high-performance engines were usually designed to take a really thick oil — because when they were built the only way that reliability could be guaranteed was by specifying SAE50 or 60 grade oil. So these motors were engineered with clearances that are too wide for ordinary multigrade, and they need that old

1953 TRIUMPH MAYFLOWER

Black with red interior - RUB 844 (Ruby)

Fully restored and pictured in 1993 Autumn magazine attending the Annual Rally last year. The car is being sold by Mrs Churcher following the sad loss of her husband (Ron — member 611 — see his restoration article in Spring 1992 edition of Flower Power). The car — Chassis number TT32846DL — has some history, including the original registration number and log book and V5. It has a valid MoT until June 1995. Mrs Churcher would like to sell the car to an enthusiastic person, who will give it a good home. The car seems to be original and was certainly one of the better ones at the 1993 Rally.

Please contact Mrs Churcher if you are interested in seeing the car

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SAE50 or something at least as thick.

Now, here's where **Penrite's** 'classic' oils really come into their own. **Penrite** blend special multigrades which are heavier than 20W/50 — their **HPR series** oils are designed to take up those wide clearances, yet also offer all the extra protection of modern additives.

However, monograde oils don't necessarily have to be 'additive-free'. **Silkolene** is an old established firm currently making a range of monogrades that are mildly detergent, with anti-wear additives.

There's no advantage to be gained by turning back the clock

to a time when sumps got gungy and heads got covered in carbon. A medium detergency oil, changed regularly, helps to stop these deposits forming — and any engine that's been run on readily available oil over the last 30 years has been using detergents.

A final word of warning, though. If you've been using a non-detergent monograde, don't change to detergent oil without first stripping and cleaning the engine. There's a real risk of blockages and bearing failure occurring otherwise.

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MAYFLOWER PARTS FOR SALE

Panels (all very good condition and painted black): Boot Lid; N/S Door and Chrome Surround; Bonnet and Front Bumper.

Various: 2 x Prop Shafts; 2 x Back Axles; 2 x Gearboxes; 4 x Road Wheels and Tyres; Hub Caps (various condition); 3 x Radiators (need recoring); Heater Matrix and Control; Complete set of Glass; Fuel Tank; Door Rubbers; Bonnet Rubber; Spare Wheel Carrier; 2 x Complete Valve Radios (1 HMV 4200 working); Complete Engine (needs rebuild); 2 x Horns; 2 x Bonnet Hinges; Windscreen Wiper Motor; Brake Drums; Boot Hinges; Various Cables; Rear Lights; and various bits and pieces.

PHONE FOR REQUIREMENTS

081-440 8623

WANTED:

2 x Jacking Point Rubbers (good condition) and Handbrake Insert

Where have all the Flowers gone?

by Peter Benfield

I SUPPOSE it is the dream of every classic car enthusiast to unearth that rare find of a similar car in some remote barn or local scrap yard. Two visits to yards near my home provided very contrasting results.

About four years ago I was on an industrial estate in North Yorks where I saw one such yard which attracted my attention but having searched unsuccessfully, on leaving I surprisingly found myself next to a garage owned by Paul Hayhoe who was then a Mayflower Club member (451), who was just about to emigrate to Australia.

Renovating

He was in the process of renovating a Mayflower and had the vehicle (Photo 1) from which he was taking bits and pieces.

He kindly trailered the remnants of this car to my home free of charge from

which I was able to gather a useful quantity of suspension parts, together with a gearbox and rear axle. I have often wondered if he managed to find the Mayflower he was hoping to find in New South Wales!

A visit to another yard in the Dales proved quite a contrast. In answer to my question about our model the answer from the yard owner is perhaps worth quoting - "Mayflowers . . . we got rid of all that rubbish a long time ago - what you want is an Escort Mk II — it'll pee all over your bloody Mayflower!"

Surprising information can sometimes come from the most unlikely source — in my case a new window cleaner saw my car on the drive and straight away told me he knew where there are two



Photo No. 1

FLOWER POWER



Photo No. 2

Mayflowers and a Herald sitting out in the wilds.

I really couldn't believe him but on following his directions I found within 20 minutes of my home the two vehicles shown below (Photo 2) a Comet Blue well past its prime but minus engine and half a roof (who on earth would want half a roof of a Mayflower?) while HDN 988 at first glance appeared a possible restoration. This latter vehicle has apparently been standing exposed to the elements for close on twenty years — it was

a good runner according to a nearby garage but the owner for some reason was not willing to part with it.

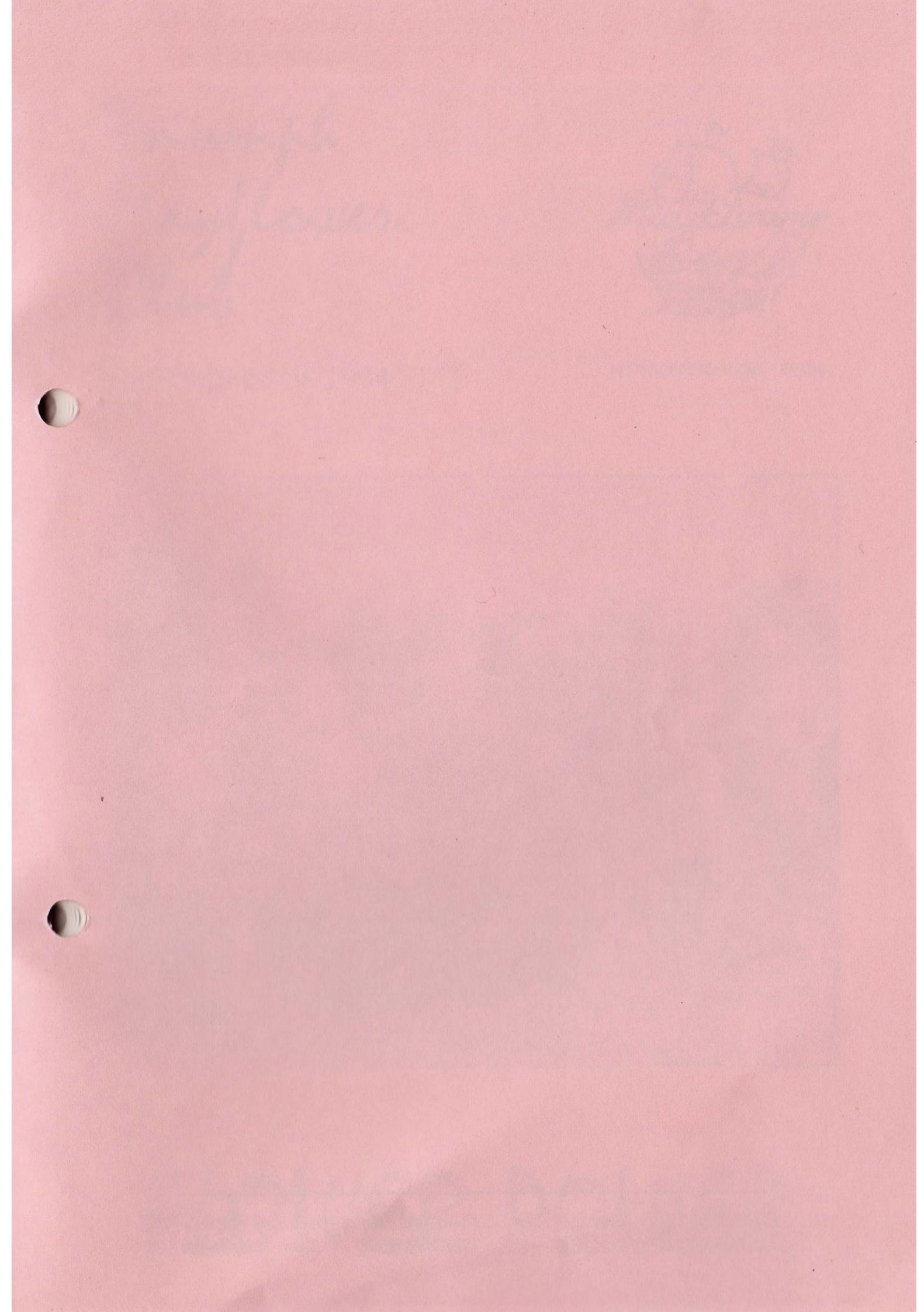
He did, however, give me free access to the Comet Blue one over two years ago and this yielded a rear axle, gear box and a few other bits and pieces. I have recently made contact with the owner of HDN 988 and he may now be willing to sell.

Unfortunately it is now beyond restoration (Photo 3) but if negotiations are successful lots of useful spares may eventually help our Spares Secretary with his many requests.

Where *HAVE* all the Flowers gone? I can account for three — perhaps other members may have similar stories.



Photo No. 3



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